

**Master Plan Advisory Committee Meeting
Agenda**

**Monday July 17, 2017
Lakewood Township Municipal Building
231 3rd St.
Lakewood, NJ 08701**

6:00pm

- I. Salute to the Flag**
- II. Adoption of Subcommittee Reports**
 - A. Senior Community Needs**
 - B. Downtown**
 - C. Housing Density**
- III. Comments from board members**
- IV. Comments from the public (Comments will be limited to one hour with four minutes per speaker)**
- V. Adjournment**

LAKEWOOD TOWNSHIP

Senior Community Needs Sub-Committee Report to the Lakewood Township Master Plan Committee: 2016

FINAL

7/13/2017

As part of that prestigious Master Plan Committee, multiple Subcommittees were formed to help determine current conditions, based on subject matter, conduct research, and make recommendations regarding the future of Lakewood Township. In this venue, the Senior Community Needs Subcommittee of the Master Plan Committee was established.

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BACKGROUND:

Lakewood Township has empanelled a Master Plan Committee to prepare the 2016 Master Plan. The previous Master Plan Committee was established to conduct the 2006 Master Plan. This Master Plan was augmented by a series of updates. They are as follows:

2007 Master Plan Re-Examination,
2008 Addendum to the Re-Examination Report,
2009 Smart Growth Plan was not adopted, but continued to be revised, yielding,
2013 Smart Growth Plan which was adopted.
2014 Amendment to the Re-Examination Report
2014 Master Plan Amendment
2016 Lakewood – Recommendation Report Draft

As part of that prestigious Master Plan Committee, multiple Subcommittees were formed to help determine current conditions, based on subject matter, conduct research, and make recommendations regarding the future of Lakewood Township. In this venue, the Senior Community Needs Subcommittee of the Master Plan Committee was established.

The difficult but necessary research, discussions, planning, and negotiations needed to adequately address the needs of the 2016 Master Plan Committee is an awesome project of major proportions. Like all major projects such as this, the leadership has elected to divide the project into multiple component parts, where each component part will be addressed by subcommittees. Subcommittees will address their part of the project and the chair and vice chair will deliver the results to the Committee leadership for further analysis and discussion. Reverse feedback will occur from the leadership back to the subcommittee for further discussion.

The new Master Plan, when approved by the Master Plan Committee and then the Planning Board and subsequently by the Township Committee, will become a guide for Lakewood's Zoning and Planning Board decisions regarding growth and orderly development of properties within Lakewood Township.

The Township Committee will then prepare ordinances for the recommendations when or if appropriate, to write into law, the recommendations.

SUBCOMMITTEES:

The leadership has approved these seven (7) subcommittees as component parts of the whole Master Plan Committee project:

1. Housing Density
2. Parks & Open Space
3. Transportation
4. Downtown
5. Land for Schools
6. Traffic Control / Infrastructure Repair & Improvements
7. Senior Community Needs - **Subcommittee Members are:**
 - a. Bill Hobday, Chairman – iPhone 732-232-7812
 - b. Mike McLaughlin, Vice Chairman
 - c. Ben Heineman
 - d. Moshe Lankry

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The members of the Senior Community Needs Subcommittee of the 2016 Master Plan Committee have been selected to give of their time, talents, and dedication to the Township of Lakewood to assist with the formation of a new Master Plan.

The members of the Senior Community Needs Subcommittee will need to familiarize themselves with the Lakewood Smart Growth Plan of June 2013, and the 2006 Master Plan Committee, Subcommittee report on Seniors.

Upon becoming familiar with the study and the previous report, the committee can begin discussion as to what worked, what did not work, and how or to what extent the subcommittee can make recommendations for a positive change to the document.

DECLARATIVES:

The Senior Community Needs Subcommittee shall be known as SCNS in this document.
The Age Restricted Communities shall be known as ARC in this document.

WORKING DATA TABLES

See Appendix 1 – Homes and Residents

See Appendix 2 - Taxes

PARAMETERS TO BE USED BY SCNS:

1. The approximate number of existing homes and residents in ARC in 2006 and 2016.
2. The approximate proportion of residents residing in ARC to the total population of Lakewood residents in 2006 and 2016.
3. Taxation of property in ARC and % of Lakewood Tax Base in 2006 and 2016.
4. Municipal Services provided to and for Age Restricted Communities.
5. Emergency services and equipment within close proximity.
6. Availability of shopping in close proximity.
7. Availability of houses of worship in close proximity.
8. Availability of restaurants and entertainment facilities in close proximity.
9. The quality of Healthcare Facilities, Senior Services and Social Services.
10. The availability of local and long distant mass transportation.
11. The general quality of life for seniors that reside in ARC.
12. The most pressing needs of residents of ARC.

RECOMMENDATIONS:

1. See Appendix 1.
2. See Appendix 1.
3. See Appendix 2.
4. Most ARCs have a Municipal Agreement (MA) which should be updated annually. The MA forms the basis of agreement between the ARC and Lakewood Township for Municipal Services for the calendar year.
5. Emergency Services in Lakewood Township are relatively good. Response times are as follows:
 - a. Police is measured to be between 4-6 minutes.
 - b. EMS is measured to be between 7- 9 minutes, depending upon traffic conditions and time of day or night.
 - c. Fire is much the same as for EMS.

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6. Shopping for ARC residents is limited to shopping centers and strip malls in the surrounding communities of Brick, Toms River, Jackson, and Howell. There are no big box stores in Lakewood. There are no non-kosher food supermarkets in Lakewood. Travel to and from shopping areas is mostly limited to personal vehicles. Some, but not all ARC's own and operate a community bus for residents to address shopping needs.
7. There are many houses of worship in and around Lakewood Township. Travel to and from the houses of worship is limited to personal vehicles.
8. There are some restaurants in Lakewood Township; however, residents typically drive to the surrounding communities of Brick, Toms River, Jackson, Manchester, Freehold, and Howell. The Strand Theatre is under-utilized by residents of ARC. Traffic, parking, and Congestion in downtown Lakewood is a show stopper.
9. The quality of local Healthcare Facilities is underutilized. If hospitalization or emergency care is needed, ARC residents typically elect to go to Ocean Medical Center in Brick or Community Medical Center in Toms River. The choice of facilities for major medical emergencies are Jersey Shore University Medical Center in Neptune. Monmouth Medical Center, Southern Campus is under-utilized while it rebuilds its reputation. Senior Services and Social Services are generally under-utilized, with the exception of Ocean Ride. Ocean Ride is utilized well for medical appointments when there is ample time for scheduling and availability of the service.
10. Mass transportation to other cities is available at the Lakewood and Toms River Bus terminals. ARC residents typically elect to use the Bus Terminals at Toms River. Private vehicles are needed to travel to the bus terminals. NJ Transit and Academy maintain bus stops along US RT 9, but it is rare, if ever that ARC residents use this service.
11. The general quality of life in ARCs is good. Each ARC has one or more clubhouse facility on site for community gatherings and social events. Activities are abundant in the ARCs and most have an Activities Director to orchestrate the timing and placement of all activities within the ARC. There is an abundance of Clubs and Groups that gather inside the ARC. There is also an abundance of outside the gates activities that are part of but limited to trips to near and far away places, Broadway Theatre, Dinner Parties, Sports Events, and trips to Atlantic City.
12. The most pressing issue is to settle down the development around ARC. Properties that abut to the Fairways has been and is a major issue with residents. Seniors count on spending their golden years in peace, quiet, and tranquility.

RECOMMENDATIONS FROM RESIDENTS OF ARC:

1. Support the recommendations related to snow/ice remediation for ARCs.
2. Granting of unreasonable variances requested by applicants must be stopped.
3. Schools should be a Not Permitted use on properties that abut to properties owned by Age Restricted Communities. BE IT NOTED THAT THE SUBCOMMITTEE MEMBERS AGREE TO DISAGREE ON THIS ISSUE, AND IT IS UNLIKELY THAT A COMPROMISE CAN BE REACHED.
4. Add a traffic light at Augusta Boulevard and Cross Street.
5. Address local transportation needs for seniors for medical appointments.
6. Advocate deeding 1536 Mass Ave to Open Space or Emergency Response Annex.

RESPONSES and RECOMMENDATIONS:

1. Lakewood Township has a policy to reimburse ARC for Snow/Ice Remediation at the cost that it would have incurred by the Township to conduct the remediation. The

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amount of reimbursement is calculated by the Township after each Snow/Ice event, however, the actual reimbursement is held for long periods of time, and the actual reimbursement amount is far below the actual cost to each ARC. This is unfair because private contractors require payment for services rendered when work is completed.

Residents of ARCs pay for Lakewood Snow & Ice remediation equipment, personnel, and products through taxes, but do not receive the benefits of these services. State Statutes require the municipality to conduct Snow/Ice remediation for these communities or reimburse the communities for the cost that the municipality would have encored if they would have conducted the work, but it must be a fair calculation based on how contractors construct their billing for services rendered.

RECOMMENDATION 1:

The Township of Lakewood should enter into an agreement with ARCs to work with commercial contractors to conduct the snow & ice remediation events where the approved contractor works directly for the ARCs and bills Lakewood directly for the Snow/Ice remediation service. Lakewood needs to work with each ARC to select Snow/Ice Remediation Contractors to insure the best price for services rendered in a fashion consistent with the quality of work conducted by the Lakewood DPW.

Toms River Township has entered into agreement with the ARC in that town to allow them to recommend a contractor that has an option to negotiate a price and payment for Snow/Ice Remediation with the Township, but they render services and are under the management of the ARC who sets the rules for Snow/Ice Remediation.

This is a good model for Lakewood to adopt, as it would meet the needs of all taxpayers without increasing the size of the Lakewood DPW. Lakewood and Contractor agree to terms and conditions of payment for services. Approved contractor works for the ARC, but submits billing to Lakewood, in place of reimbursement, replacing reimbursement.

2. Lakewood continues to grow in population and density to a point where the quality of life for all residents, has been negatively impacted. Inadequate infrastructure is the bane of rapid, uncontrolled, and unplanned growth. Roadways are overcrowded and dangerous. Traffic clogs every roadway, denying residents safe and efficient passage.

The Planning Board and the Zoning Board of Adjustments grant variances to most appeals and in many cases a waiver of variance is granted by the Engineering Department. Close scrutiny for incomplete or misleading applications is not conducted, sometimes allowing applicant to amend the site plan on the fly.

Bifurcated applications where applicant gains approval for a use only, must be eliminated. This two step process does not provide the Boards with enough information to make an informed decision regarding the intent of applicant. Applicant then returns months or years later with unreasonable variance requests and positions the request on a pre existing approval. This must stop.

RECOMMENDATION 2.

The issue of granting unreasonable variances to applicant is a whole town problem that must be dealt with by the Governing Body, Stakeholders in good government practices,

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Action Groups, and Individuals that represent all segments of the population. It is clear that there is strength in numbers and that no individual segment of the population can be successful, however by joining together in a common cause there can be a successful outcome.

The Township Committee needs to address the issue with strength and purpose by only appointing board members that are resolved to help maintain and manage the quality of life in Lakewood Township. The Board members must maintain the best interest of all residents of Lakewood Township, and avoid catering to the interests of those that would propose excessive density and/or variances that change the nature of existing neighborhoods for personal gain at the expense of the current residents.

More attention must be given to the Ocean County Planning Board in their deliberations. Many roadways in Lakewood Township are County Roads where approval is needed by the County of Ocean when roadway safety is in question. In all cases, there is a great need for collaboration between the decision making entities in adjoining municipalities.

3. There is an absolute need to protect ARC's from some uses on properties that abut to ARCs. Schools and ARCs are not a good mix.

RECOMMENDATION 3.

Strengthen Ordinance 2015-35 where schools are a not-permitted use and make variances and waivers not permitted for Zone R-40B. BE IT NOTED THAT THE SUBCOMMITTEE MEMBERS AGREE TO DISAGREE ON THIS ISSUE, AND IT IS UNLIKELY THAT A COMPROMISE CAN BE REACHED.

4. A traffic light is needed at the intersection of Augusta Blvd and Cross Street.
5. Seniors often need transportation for medical and or social matters. There is a deficiency in programs that serve these needs.
6. There is a need for emergency responders to be in more close proximity to ARCs.
7. Advocate deeding 1536 Mass Ave to Open Space or Emergency Response Annex.

OBSERVATIONS:

The subcommittee made several observations at the outset which it considered of sufficient importance to identify as "assumptions" or statements that bear on the Township and its senior population. These include, but are not limited to:

1. Baby boomers have a significant impact on senior growth in Lakewood because the Age Restricted Communities became available to coincide with the retirement age of the boomers. Boomers are the majority of residence in our Age Restricted Communities.
2. Open space and preservation are universal concerns among seniors.
3. The exodus of the middle class with school children, and its impact on the Public Schools and the taxes paid by those on fixed income is of great concern. Most of Lakewood's middle class do not use the Public Schools, electing to utilize Private Schools instead.

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4. Ordinances allowing Private Schools in the industrial park are viewed both as a safety hazard and loss of tax revenue from ratable displaced by tax exempt properties. This is a major source of concern to fixed-income seniors.
5. Does today's Lakewood encourage and attract its seniors to participate in Community Life? What are the Social and Economic consequences to a community that fails to engage its seniors?
6. Is overbuilding without the needed support infrastructure a deterrent to the residents of Lakewood Township? This is manifest in the issue that many seniors do not/cannot drive in Lakewood Township because of heavy congestion and other traffic concerns on virtually every roadway.
7. Is it really necessary to permit schools to be placed on properties abutting to Age Restricted Communities? Seniors are mostly retired people on fixed income that treasure the quality of life in an Age Restricted Community.
8. When this peace and tranquility is disturbed by unjust rulings by the Zoning and Planning Boards, the net effect is to pit the residents of Senior Communities against Lakewood Township. This sometimes lead to litigation in Superior Court. There must be some respect for residents of Age Restricted Communities that pay very high school district taxes, but have no child in any of Lakewood's schools.

Concerns and Recommendations

Working off the foregoing Observations, the subcommittee identified major areas of concern. Member dialogue and other ARC resident input along with the 2006 Master Plan and subsequent UDO (Ordinances) formed the basis for the recommendations.

1. **Over-development** is the major concern. This concern focuses on both the impact of density on traffic and other quality of life issues (including the "character of the town" and the loss of open space). Of particular concern, is increased roadways' congestion impacting access of medical personnel to heavily populated ARC, movement of patients to medical facilities. Emergency evacuation is a related concern.

RECOMMENDATION:

Become more practical about the intensity of uncontrolled growth. Infrastructure is needed in order to expand. The absence of planning is having a negative impact on current residents.

2 Seniors in the Life of the Lakewood Community.

With a significant population, seniors should comprise a part of the social and economic life of the community. This Subcommittee feels that there is greater opportunity to more aggressively involve the senior population in the life of its community.

First focus should be the Lakewood Downtown. With a major entertainment venue in the Strand, steps should be taken to develop a more senior-friendly environment with restaurants, coffee shops that offer before-and after-theater dining opportunities. Development efforts should focus on integrating the ethnic character of Lakewood into those dining opportunities. The appearance of Clifton Avenue storefronts is also cited as in need of higher code standards.

The Lake Carosaljo recreation area remains as pristine as it was a century ago and yet is severely underutilized by seniors.

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The Lakewood branch of the Ocean County Library is similarly underutilized by the senior population. The library reports that seniors are 7% of borrowers vs. 23% that seniors represent as a percentage of the Lakewood total population.

Many of the more than 5,000 seniors in the Shorrock Age Restricted Communities use the Brick library.

Despite the fact that the Brick library is 3 miles closer than Lakewood's library, the long wait at the Route 70/Chambers Bridge Road light makes the Lakewood library a more favorable choice in travel time and gas consumption. Reports from seniors in that Shorrock corridor indicate they would use the Lakewood library if its facilities and parking were to be expanded.

RECOMMENDATION:

The Lakewood "Friends of the Library," formerly consisting largely of seniors, is defunct for lack of members. Many residents of ARCs now affiliate with the "Friends" in other Township libraries – Toms River, Manchester, and Brick.

Perceptions of a less-than-senior-friendly downtown are also a deterrent to active participation in the community's civic life – whether it is in attending a School Board meeting or an event at the Strand.

To focus on the role of the ever-changing senior population of Lakewood as part of the vision for a community's future, this Subcommittee believes it is essential to weigh carefully the potential social, economic and civic good seniors can contribute. It must also plan for infrastructure and attitude that will encourage greater participation for Lakewood's seniors in the full life of their community.

From a purely economic perspective and given the amount of senior housing in Lakewood, weight must be given to the foregoing senior issues if adult community properties are to retain their values and thus ensure that the Township ratable base is protected against declines in tax revenues.

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APPENDIX 1 HOMES AND RESIDENTS:

APP 1 - HOMES & RES	2006	2006	2016	2016	06 v 16	06 v 16
ARC	NUMBE	NUMBER	NUMBER	NUMBER	DIFF	DIF
NAMES	R	RESIDENT	HOMES	RESIDENT	HOMES	RESIDENT
	HOMES	S		S		S
A Country Place	376	696	376	676	-	(20)
Covington Place	30	56	210	416	180	360
Enclave at Fairways	233	419	349	628	116	209
Fairways at Lake Ridge	1,024	1,843	1,098	2,013	74	170
Four Seasons at Lakewood	1,319	2,374	1,319	3,335	-	961
Horizons at Woodlake	117	210	208	375	91	165
Leisure Village East	1,412	2,542	1,412	2,500	-	(42)
Lions Head Woods	281	505	281	505	-	-
Original Leisure Village	2,433	4,380	2,433	4,306	-	(74)
Pine River Village	4	7	88	158	84	151
Totals	7,229	13,032	7,774	14,912	545	1,880
Lakewood Township	18,350	91,750	20,803	104,015	2,453	12,265
PCT of Total	39%	14%	37%	14%	22%	15%
NOTE: ARC = AGE RESTRICTED COMMUNITY						
NOTE: NUMBER OF RESIDENTS FOR 2006 AND 2016 ARE ESTIMATED.						

APPENDIX 2 – TAXES:

APPENDIX 2 - TAXES	2006	2006	2016	2016	2006 v	2006 v
ARC	NUMBE	AMOUNT	NUMBER	AMOUNT	DIFF	DIF
	R					

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NAMES	HOMES	ARC TAX	HOMES	ARC TAX	TAX	PCT
A Country Place	376	-	376	1,138,027	1,138,027	
Covington Place	30	-	210	648,676	648,676	
Enclave at Fairways	233	-	349	3,034,123	3,034,123	
Fairways at Lake Ridge	1,024	-	1,098	6,724,450	6,724,450	
Four Seasons at Lakewood	1,319	-	1,319	7,168,978	7,168,978	
Horizons at Woodlake	117	-	208	1,566,003	1,566,003	
Leisure Village East	1,412	-	1,412	2,357,868	2,357,868	
Lions Head Woods	281	-	281	1,134,789	1,134,789	
Original Leisure Village	2,433	-	2,433	3,208,488	3,208,488	
Pine River Village	4	-	88	861,742	861,742	
Totals	7,229	-	7,774	27,843,142	27,843,142	
Lakewood Township	18,350	-	20,803	189,027,755	189,027,755	0
PCT of TOTAL	39%		37%	15%	15%	
NOTE: ARC = AGE RESTRICTED COMMUNITY						
NOTE: 2006 TAX AMOUNTS ARE BEING RESEARCHED.						

**REPORT OF THE
LAKEWOOD TOWNSHIP
HOUSING DENSITY SUBCOMMITTEE**

July 17, 2017

Introduction and Background

The Housing Density subcommittee reviewed the Township from an overall perspective, taking into account that Lakewood is a growth municipality and planning should be proactive to accommodate a growing population consistent with the objectives of the Smart Growth Plan while doing so in a careful, sustainable and non-overburdening manner.

The subcommittee's examination was informed by the prior adopted plans including the 2007 Master Plan Reexamination Report, the 2013 Smart Growth Plan and the 2014 Land Use Plan Amendment. The subcommittee reviewed the zoning of larger undeveloped tracts in the lesser developed areas of the town as well as areas along the state highway nodes. It is the subcommittee's intent that the recommendations be consistent with the existing development pattern of the subject area. As an element of this review the subcommittee was asked to evaluate requests related to zoning submitted by property owners as well as the public. The assessment of the submitted requests focused on an examination of the general locale and neighborhood rather than the specific tract requested and the recommendations are for the general area, not necessarily a specific parcel.

The subcommittee's recommendations are based upon the general policy approach that, prior to the implementation of any amendments to the municipal zoning, the following development strategy and pattern is required for new larger development proposals:

- a. All interior streets should have a greater width than the requirements of the NJ Residential Site Improvement Standards (RSIS);
- b. A significant area of land in new developments should be set aside, more than current requirements, for open space purposes for use by all residents;
- c. An area is dedicated in a development on interior streets or within the development for the pick-up and drop-off of school children;
- d. An area is dedicated in a development for the location of solid waste containers;
- e. A perimeter buffer and deeper setback for new structures is provided along the frontage of major collector and higher volume streets; and,
- f. A landscaped buffer between different land uses (e.g. residential adjoining commercial), greater than existing width requirements, should be provided and strictly enforced at the approval stage.

Infrastructure: The subcommittee recognizes that any discussion of zoning and development in the Township must incorporate and reference supportive, timely and corresponding improvements in the road, sewer and water infrastructure of the subject areas. The subcommittee strongly recommends the Planning Board prioritize and integrate infrastructure improvement recommendations in the master plan to address current areas of concern and avoid and mitigate, where possible, future issues based on Board proposals.

I. REQUESTS

A description of the requests submitted by property owners and the public and the subcommittee's comments are provided below. The recommendations of the subcommittee are provided in italics (*thus*) after the description of each request. Please note that the recommendation provided for each request may

or may not reflect a unanimous consensus of the subcommittee members. There was much discussion and careful consideration given to all aspects of each request, and the stated recommendation generally reflects a majority opinion to be submitted to the Master Plan Advisory Committee. A description of each request with subcommittee's findings and recommendations (in *italics*) follows:

1. Rezone the Esti Circle area from A-1 to another residential zone district.

Description: This area is fully developed with single family residences on two-acre lots and road improvements. The tract has a deed restriction which restricts lot sizes to a two-acre minimum. The area was not addressed in the 2007 Reexamination Report and is outside the Smart Growth Plan.

Recommendation: Deny

2. Rezone Oakland Street area from R-7.5 to R-10.

Description: The area is located north of Route 88 and west of Ocean County Park. The proposal is consistent with the Smart Growth Plan and is consistent with the 2007 Master Plan Reexamination Report.

Recommendation: Additional study of the specific R-10 zone district where this request is located is necessary to review current development pattern (lot sizes). Oakland Street has a significant number of lot frontages less than 100 ft.

3. Rezone southeast area of the Cross St- Prospect Street Core from R-20/12C to B-2 (Business)

Description: This area was not addressed in the 2007 Reexamination Report. The proposal is consistent with the Smart Growth Plan which recommends retail or single family development.

Recommendation: Remain residential due to traffic concerns. Deny

4. Rezone south central area of the Cross -Prospect Street Core from R-20/12C to R-7.5.

Description: The area fronts on Cross Street. A development approval for a school with dormitories and apartments has been granted, a density greater than the R-7.5 allows. The property is in the Cross Street-Prospect Street Core in the Smart Growth Plan; specifically, within the single-family area. It is consistent with the Smart Growth Plan. This area was not addressed in the 2007 Reexamination Report.

Recommendation: The committee is in favor of rezoning the general area to a R-7.5 yield with a mix of lot sizes provided there is a significant setback or buffer along this area from Cross Street. In addition, the development infrastructure should provide wider streets to accompany on-street parking and better bus circulation. The request will allow a lower density than the current approvals.

5. Rezone area along Twelfth Street from R-10 to R-7.5.

Description: The rezoning is neutral from Smart Growth Plan standpoint. The area located within Downtown Regional Center. Township information may incorrectly show part of this area as R-7.5. The current draft Zoning Map currently shows the area to be R-10.

Recommendation: No change because none is needed. Deny

6. Rezone area at West Cross Street, opposite the intersection with Franklin Blvd. from R-40 to R-12B.

Description: Property was part of the study area for the Master Plan Amendment of April 8, 2014. Recommended for R-12B. The area is not in a Smart Growth Plan designation.

Recommendation: Approve as R-10 or R12 density (i.e. 3-4 units per acre), single-family only, provided the area is developed according to the development strategy outlined in #4.

7. Rezone area from R-12 to HD-7 as correction to zoning map

Description: Location: Block 1051 Lot 30 and 56 Route 9 (River Rd). This request is for a correction in zoning map, however the basis of the request needs clarification. Neutral from Smart Growth Plan standpoint.

Recommendation: Lot 30 is in the HD zone and lot 56 is a single-family residence. Deny.

8. Rezone area along New Hampshire Blvd. south of Route 70 which adjoins on the south of the B-5 zone district from R-20 to B-5A.

Description: This area was recommended in the 2007 Master Plan Reexamination report to be rezoned to R-7.5 The proposal is consistent with Smart Growth Plan for mixed use highway corridors.

Recommendation: Approve.

9. Rezone area located on the northeast corner of the intersection of Dr. Martin Luther King Drive and Pine Street from R-10 to R-75.

Description: This is an isolated area of R-10 zone. Neutral for smart growth plan and not addressed in the 2007 Master Plan Reexamination Report.

Recommendation: Should be considered for further study. R-10 corridor on this segment of Pine Street should be reviewed based on current development pattern.

10. Rezone the area between West Cross Street and Drake Road from R-40 to R-12B.

Description: The area is neutral per Smart Growth Plan and not in 2007 Master Plan Reexamination Report. The 2014 Land Use Plan amendment recommended rezoning to R-12B.

Recommendation: R-10 or R-12 density, single-family only, provided the development strategy outlined in recommendation #4 is followed.

11. Rezone area in the south-central area of the Cross-Prospect Street Core from R20/12C to R-7.5 vicinity of Cross Street and Rachel Street.

Description: The area is in the Cross-Prospect St. Core of Smart Growth Plan.

Recommendation: Allow R-7.5 yield with significant buffer. (similar to recommendation #4)

12. Rezone area on the north side of Route 70 west of New Hampshire Boulevard from B-5 and R-12 to B-5A.

Description: Located in Highway Core in Smart Growth Plan: consistent with Smart Growth; 2007 Reexamination Report: Neutral; The Planning Board recommended a zoning review of the subject area.

Recommendation: Approve, B-5A would allow multifamily housing.

13. Rezone area on the south side of Route 88 (Ocean Avenue) east of South Oakland Street from R-10 to R-7.5

Description: Consistent with Smart Growth Plan (Designated as part of Downtown Regional Center) and recommended by the 2007 Reexamination Report. Much of area has been redeveloped consistent with the R-7.5 zoning criteria.

Recommendation: Approve

14. Rezone area north-central area of Cross-Prospect Street Cove from A-1 to RM (multifamily)

Description: Development approvals- there is a development approval on Block 472 for 20 lots (10 duplexes). Multifamily development construction is adjoining to the west. The proposal is consistent with the Smart Growth Plan.

Recommendation: Approve subject to the overall Smart Growth land use plan for the Cross - Prospect St. Core.

15. Rezone area along Burnside Avenue from R-15 to R-10 (north of Ocean County Park)

Description: The area is located near a stream corridor and may be impacted by C-1 riparian corridor buffer requirements. Most of the subject area is within the sewer service area. (only Block 190, Lots 130, 132, 134, and 135 are completely or partially out of the sewer service area.) Smart Growth and 2007 Reexamination Report.

Recommendation: No change. Deny

16. Rezone area on east side of Lanes Mill Road from R-20 to B-4

Description: Area was not addressed in the Smart Growth Plan nor in the 2007 Master Plan. The current land use is single-family homes.

Recommendation: No change. Not consistent with surrounding area for lot area. Deny

17. Rezone area from R40/R20C to R-7.5

Description: Located along the east and west sides of Washington Avenue between Spruce Street and the Affordable Housing Site.

The area is not in the Smart Growth Plan.

Recommendation: No change. Not consistent with surrounding area for lot area. Deny

18. Rezone area along West Cross Street from R-40 to R-10

Description: Generally consistent with 2014 Land Use Plan Amendment. Addressed in the 2014 Master Plan Amendment:

Recommendation: R-10-R12 density, single-family only. Approve provided the development strategy outlined in #4 is followed.

19. Rezone area on West Cross Street and Maplehurst Avenue from R-40 to R-10.

Description: R-40 zone near border with Jackson Township. Most lots in the area are undersized.

Recommendation: Approve for R-10/R-12 density, single-family only.

20. Rezone area from 12-20 to R-10A, vicinity of Chestnut Street, west of New Hampshire Boulevard.

Description: A portion of this area is in a preservation area shown in the Smart Growth Plan and is not shown in sewer service area. However, an amendment to the sewer service has been requested to include the area in the sewer service area and the status of an approved amendment should be provided. The area is located between multi-family areas.

Recommendation: Approve R-10 density subject to evidence that the area is within the approved sewer service area.

OTHER REQUESTS

A-1 Adult Communities

- Location: Block 524.23/ Lot 1
- Description: Change the conditional use standard in the R-40B zone district which currently allows adult communities on parcels of 100 acres or more with a density of 4.5 units per acre by deleting the persons of age fifty-five years and over restriction or change the R-40B zone to the R-10 zone.
- Smart Growth Plan-Neutral

A-2 Adult Communities.

- Location: R-40 and 40B zones
- Description: As noted above, the Ordinance allows planned adult communities with a density of 4.5 units per acre for tracts of 100 acres in R-40/40B zones provided the residences are limited to persons of age fifty-five years and older. The proposal is to delete the "Senior" requirement but continue planned community requirement.
- *Recommendation for A-1 and A-2: Create a new zone district (R-40C) that allows for new planned communities on parcels of 100 acres or more at a density of 4.5 units per acre without any age restriction.*

B. Schools.

- a. Schools as a permitted use throughout Lakewood should remain intact.
- b. In response to a letter from the Lakewood Industrial Commission, in the Industrial zones, the parking standard for private schools should be three parking spaces per classroom, not per room and no additional parking is required for any other room.
- c. Since it is impossible to estimate additional land area that will be needed for schools for the future population, it is crucial for the Township to designate additional land for schools.

Recommendation: Continue to allow schools as a permitted use throughout Lakewood. Further study by the Planning Board or Township Committee is recommended to provide for sufficient additional lands for school sites.

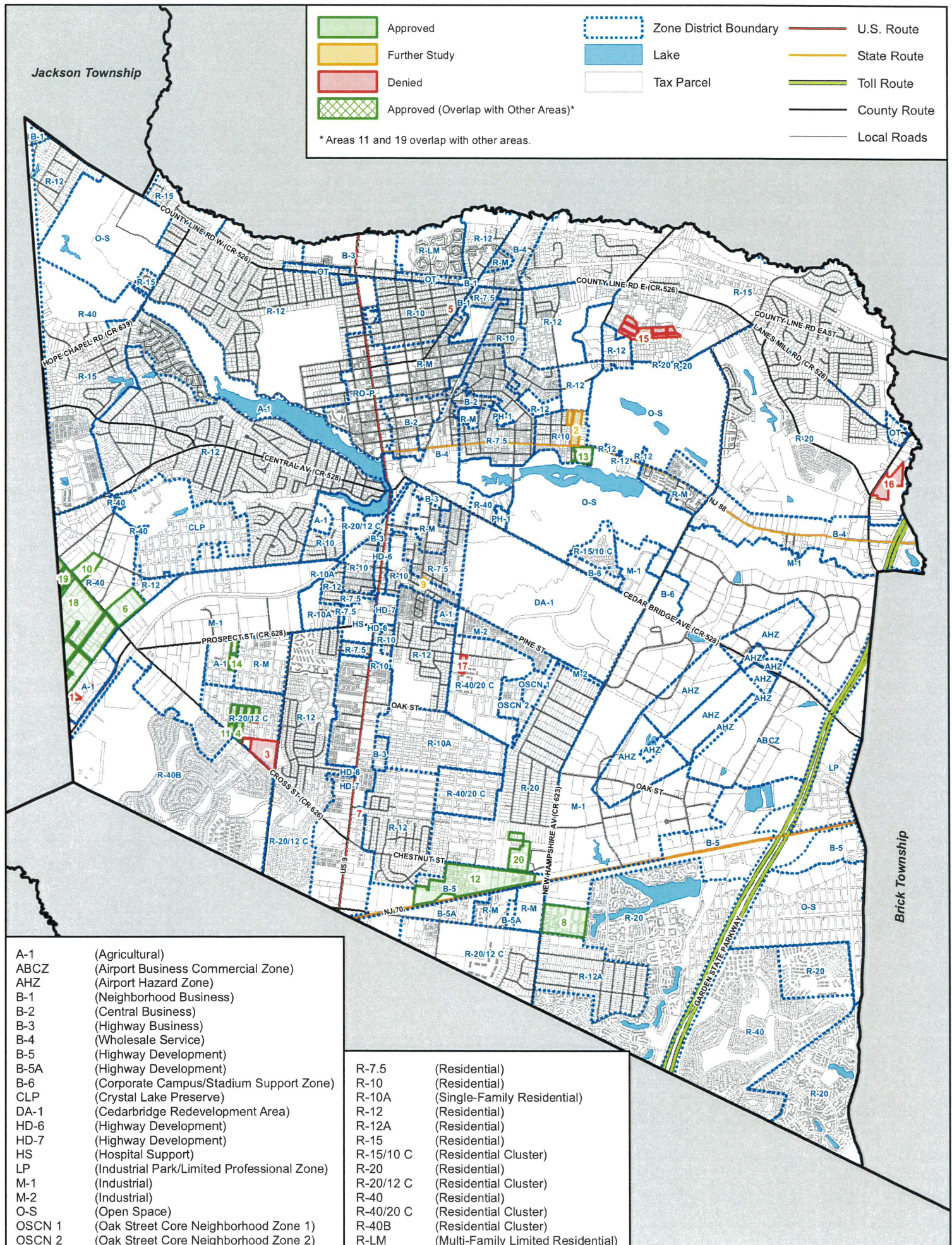
II. 2007 MASTER PLAN REEXAMINATION REPORT RECOMMENDATIONS

The 2007 Master Plan Reexamination Report made recommendations concerning 35 changes to the Lakewood Township zoning map. The Planning Board, in the adopted plan, made recommendations to either approve or deny the changes or requested further study. Several recommendations were implemented by the Township Committee through amendments to the Unified Development Ordinance after 2007

however most of the changes were never implemented. Please note that other zoning changes were accomplished during the 2007 to 2017-time frame.

The Housing Density subcommittee affirms the recommendations of the 2007 Master Plan Reexamination Report (shown on Figures 2 and 3 of the report) which have not been implemented to date.

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Report of the Downtown Subcommittee of the Master Plan Advisory Committee

Lakewood Township Master Plan

April 2017

A. Introduction

The Downtown Subcommittee was appointed by the Master Plan Advisory Committee to advise the Advisory Committee of pertinent issues relating to the downtown business district of Lakewood. The subcommittee consists of the following individuals:

Ben Heinemann, chair; Steve Reinman; Justin Flancbaum; Abraham Bernstein, Moshe Lankry, and Mike McNeil. (Martin Truscott of T&M Associates, Township Planner, was an ex-officio member and attended the September meeting.).

The subcommittee met on September 19, 2016, and February 27, 2017. Members of the public attended both meetings. At the September 2016 meeting the following subcommittee were in attendance: Ben Heinemann, chair; Steve Reinman; Justin Flancbaum; Abraham Bernstein, and Marty Truscott. The public consisted of Herschel Hershkowitz and Shlomo Klein.

Subcommittee members attending the February 27th public meeting were: Ben Heinemann, Justin Flancbaum, Steve Reinman, Moshe Lankry and Abraham Bernstein with Mike McNeil absent. The names of the public attending the February 2017 meeting were not recorded, however Mr. Heinemann reported approximately 30 citizens in attendance in addition to the subcommittee members.

B. Recommendations

Based on the discussions of the subcommittee, the following recommendations are offered to the Master Plan Advisory Committee:

1. “Old School” Look

Many of the buildings in the downtown are older style structures and require some modernization, contemporary features and updates. The subcommittee recommends-

- Freshening up the facades with incentives from the town.
- Full or partial grants to businesses to encourage remodeling.
- Tax abatement for new construction.

2. Latest Technology

It is important for a business area to have access to the latest in communication technology to conduct its business and for customers shopping in the downtown.

- Verizon FIOS is currently not available.
- The Township should advocate the installation of current technology in the downtown.

3. No Parking Downtown Ordinance

To encourage economic development and reduce the economic burden on- or off-site parking, the B-2 zone district does not require off-street parking for new businesses. However, some areas of the downtown have a severe deficiency in available parking spaces. Recommendation: limit the

“No Parking Required” ordinance to the first two stories/floors. Additional stories/floors should be subject to regular parking requirements.

4. Traffic and Bottlenecks

Traffic congestion and bottlenecks are limitations to growth and need to be addressed to spur economic activity. The major downtown circulation problems are:

- Clifton Avenue and Main Street is a big bottleneck
- Clifton Ave Southbound often backed up to 5th St
- South Clifton northbound is always backed up
- Parts of 4th and 2nd often jammed

Possible solution: a one-way street grid and correcting lane patterns. Successful business hubs and downtown districts use a one-way driving grid. Examples are Manhattan and Brooklyn as well as parts of Philadelphia.

Figure One. Possible One-Way Street Grid

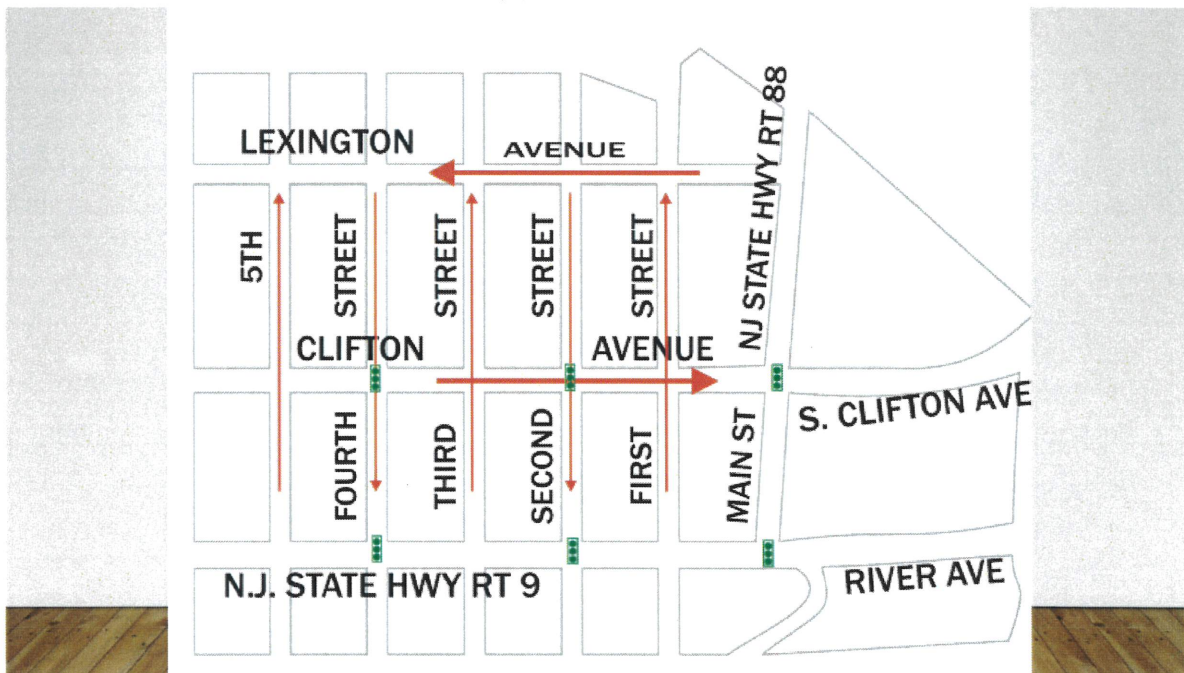


Figure Two. Simulation of angled parking on Clifton Avenue above 4th Street.

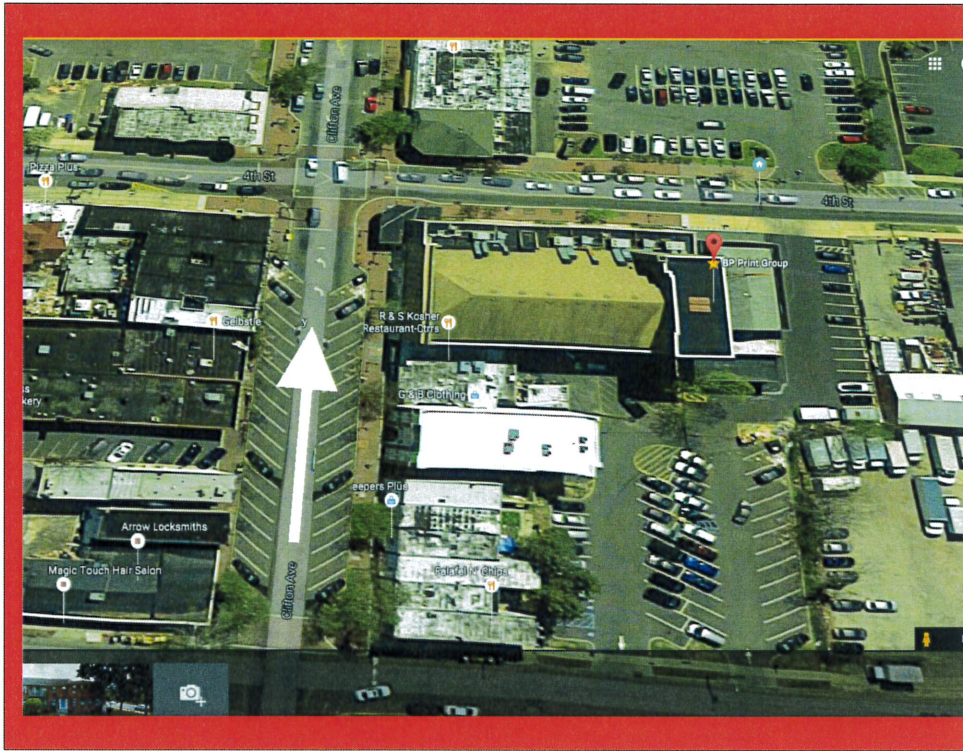


Figure Three. Potential Improvements to the Clifton Avenue and Route 88/Main St. Intersection

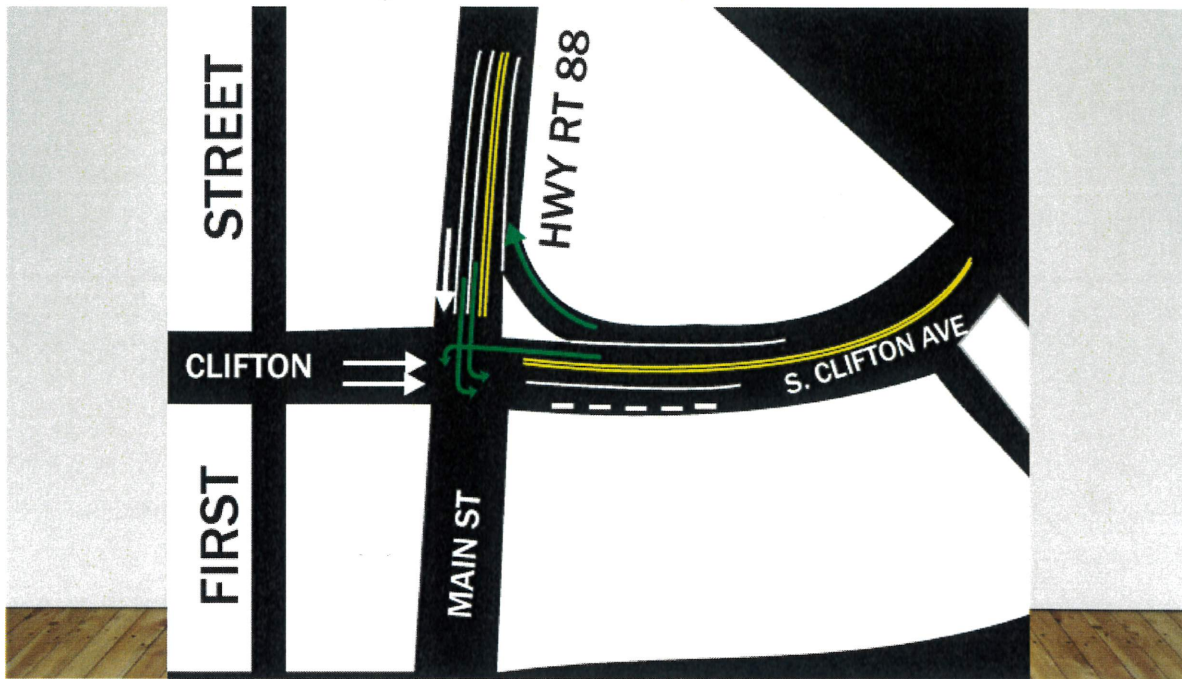
IMPROVEMENTS TO INTERSECTION

CLIFTON AVE AND ROUTE 88

- Clifton Avenue will have 2 lanes going southbound
- South Clifton to have 2 lanes going southbound
- South Clifton northbound will have single lane to go east on Rt 88 without stopping (new lane)
- Route 88 westbound will have 2 lanes to turn into South Clifton

The above should alleviate traffic from all directions – see next slide for illustration.

Figure Four. Possible Lane Configuration at the Clifton Avenue and Route 88/Main St. intersection



5. Additional Parking

Parking for customers is always an issue in a business district. One parking solution in conjunction with the one-way street grid is to provide angled parking on Clifton Avenue. Also, two- sided parking on all streets (including, 1st, 4th and 5th). Designated delivery spots at the end of blocks would address temporary parking for delivery vehicles. Please refer to Attachment #1 which provides an excerpt of a news article regarding a conversion of perpendicular street parking to angled parking spaces.

6. Parking Enforcement

This has been a long debate, with pros and cons on both side. Everyone agrees that proper/friendly enforcement would be optimum. Particularly targeting store owners and their employees who seem to be the unwanted violators should be minimized.

Summary of Solutions

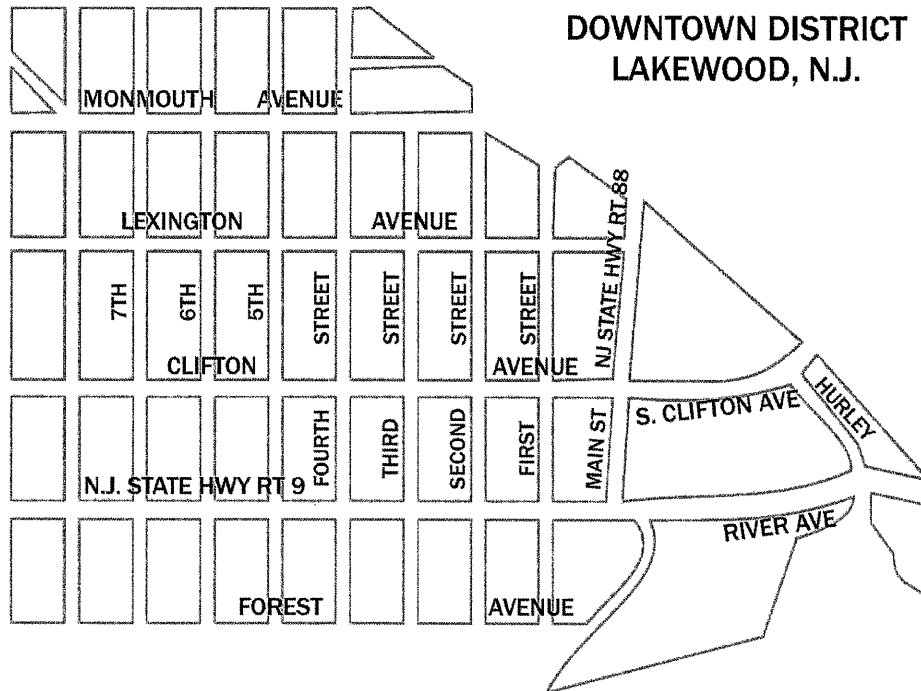
- Create plan to encourage downtown beautification
- Bring additional technology to downtown
- Create ordinance that limits “no parking” to 2 story buildings
- Change to one way traffic grid
- Fix traffic pattern at Clifton Ave and Main St
- Add angled parking, (both sides of the street) and delivery zones

C. Additional Recommendations

The Downtown Subcommittee also offers the following recommendations and solutions based on input received from the public after the February meeting.

1. Town Square. There has been discussion of using the town square at the corner of Clifton Avenue and 3rd Street for parking with the resulting loss of a public gathering location. The subcommittee recommendation for the town square is that the Township retain the ability to maintain a town square for public gatherings, shows, festivals, events, etc. even if the surface of the square is modified to allow for parking on selected occasions.
2. Alleys can serve a delivery areas for commercial properties and alleviate the congestion of deliveries on the business street. Alley ways should be encouraged and provided, where possible.
3. Relocation of municipal building to Cedar Bridge Avenue. The benefit of relocating town hall to the Cedar Bridge area is to shift the parking demand (for example, court days) away from the downtown. At same time, it removes one of the downtown anchors. This recommendation was not a consensus choice of all members.
4. Parking structure for the downtown. A vertical parking structure can increase the number of available parking spaces Increasing the
5. Review existing parking areas. Investigate existing parking areas for opportunities to increase the number of parking spaces.
6. Business Improvement District. (BID). A business improvement district is a method for downtown merchants to focus some of the property tax revenues into the downtown for improvements and increased maintenance. A BID should be evaluated as a tool for commercial revitalization
7. Review parking requirements. The municipal requirements for off-street parking spaces should be evaluated to ensure that they are up-to-date and properly address parking generation of applicable land uses.

Figure Five. Overall Map of Downtown Lakewood



Attachment #1: Example of converting parallel parking spaces to angled spaces.

Councilman Chaim Deutsch Continues to Expand Parking Options in Southern Brooklyn (Thursday, March 23rd, 2017 06:15 AM) Looking for parking in New York City can be an aggravating experience, frequently contributing to congestion on our roads. Drivers are often forced to choose between circling endlessly in search of an available spot and parking blocks away from their destination. Last year, Councilman Chaim Deutsch (D – BROOKLYN) launched an initiative to alleviate this issue within his district. To date, Councilman Deutsch has successfully advocated for more than one hundred new parking spots within the 48th council district. At a recent NYC Council Education hearing, Councilman Deutsch called on the city to conduct an in-depth study to determine the feasibility of providing faculty parking in the areas around New York City schools. Deutsch accomplished this at Madison High School, by petitioning the NYC Department of Transportation to convert nineteen parallel parking spaces into forty angled spots on Avenue P between Bedford Avenue and East 27th Street. The added parking will be an asset for residents and school staff. Deutsch is maximizing the space available for motorists to park in other locations as well, changing thirty-three parallel spaces on Batchelder Street to seventy angled spots, as well as two separate locations on Avenue P, where a total of sixty angled spots were added. Deutsch said, “Our lives are already busy and sometimes stressful. My job is to make things easier for my constituents, and that’s why I’m proud to have spearheaded this successful effort to provide additional parking options for my constituents. Thank you to NYC Department of Transportation Commissioner Polly Trottenberg, Brooklyn Commissioner Keith Bray, and Acting Deputy Commissioner Rebecca Zack for their collaboration.” Councilman Deutsch is continuing to collaborate with the NYC Department of Transportation to identify locations that could sustain angled parking spots. To reach his office, call 718-368-9176 or email him directly at CDeutsch@council.nyc.gov.

Source: <http://www.theyeshivaworld.com/news/headlines-breaking-stories/1241878/councilman-chaim-deutsch-continues-to-expand-parking-options-in-southern-brooklyn.html>